

RANGE MARKS

Official Newsletter of the Dahlgren Yacht Club

<http://www.nswc.navy.mil/C2/dyc/>



OFFICERS

Commodore

Tom Owen (540) 653-7614

Vice Commodore

Steve Amick (540) 653-2608

Secretary

Charles Tatum (540) 653-5434

Treasurer

Bob Flath (540) 653-1583

Dock Master

Tommy Saft (540) 653-1588

Asst Dock Master

Dave Thompson (540) 653-5449

Race Governor

Josh Colwell (540) 653-6974

Membership Governor

Don Erskine (540) 663-0118

Social Governor

Dave Bowen (540) 775-7249

Ex Officio Member

Ron Cox (540) 653-7544

Newsletter Editor

Rex Butler (540) 653-8130

Training and Seamanship Governor

Joe Fitcher (540) 663-2861

MWR Representative

Craig Ulrich (540) 653-7259

From the Commodore:

It's hard to believe, but we are half way through the boating season. Most DYC members have settled in for the lazy days of summer and have taken advantage of the great weather to participate in their favorite water activities. This summer season has been great for all type of boating from the canoe to the large sleek powerboats. There have been reasonable winds for the sailors, clear warm days for the fishermen, and low wind days for the power boaters and PWC operators.

The social events have proved to be a wonderful time for DYC members to get together for a great time. The Twilight Cruise was a real success with a full boat of participants, even if it was just barely twilight when we returned to the Colonial Beach Dock. Great job Social Committee!

We are finally getting close to having a contract to remove the old boathouse and begin construction of the new boathouse this Fall. However, in order to assure necessary funding, the DYC BOG has adopted an austerity program for the remainder of this fiscal year. What this means is all unnecessary expenses will be cut (e.g., non-essential dock maintenance), and in areas where DYC is providing services at no additional cost to members (e.g., social events), we will be charging a modest fee or accepting donations to cover expenses.

For example, social event charges will be to cover expenses only, but where can you get two hamburgers, chips, salads, and drink for \$2-\$3. The Family Day has been cancelled partly due to low participation, but also partly to reduce expenses. We are also considering having the Annual Meeting a covered dish event versus a catered affair.

In addition, we will be soliciting wet slip, dry slip, daysail rack, and locker renters to pre-pay future fees up to 3 years in advance with a 10% discount.

Please understand that the DYC BOG will insure sufficient funding is available to begin construction, or the construction will be delayed. Please remember that all DYC members benefit from the boathouse whether it is to use the restrooms, get ice, find slip owners or other contacts, make emergency local phone calls, or store equipment. If we all pitch in together, we can ensure that this much needed construction will begin this Fall.

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Lastly, several of DYC members including a Governor continue to have serious medical problems. Several members of DYC have pulled together to help out as much as practical. This is a great testimonial to the comradery and cohesiveness of the DYC.

See you on the water soon!

Tom Owen

IMPORTANT DATES

Aug 11 Family Day @ DYC
 Aug 20 PHRF Dock Party
 Aug 25 Crab Feast @ Steve Amick's
 Aug 30 Centerboard Dock Party
 Sep 1-2 Labor Day Cruise

CANCELLED

CRAB FEAST

The DYC Crab Feast will be held August 25 at Steve Amick's house on Mattox Creek.

A flyer with more details will be posted on the web page and emailed to everyone on our email list. If you do not have web or email access to DYC, contact Joe Futher at 540-663-2861 for the details. Anyone who wants to volunteer their help with set-up or clean-up should also contact Joe.

The Sailing Beat *by Josh Colwell*

Monday, July 30 marked the 14th race of the Dahlgren Yacht Club (DYC) racing season. Monday's race, #14, was the sixth PHRF Summer Low Point Series race. Conditions were partly sunny, at the start with a NE breeze at 5-7 kt. The 10 boats at the start were Dionysus, Melee, Frigate, Ol'Blue, G.W.T.W, Lively Lady, Honey Do, Radio Flyer, Blue Heaven, and Destiny. Most boats stayed close to the line as the wind speed began to drop off and the 1701 start kicked off with Night Moose performing Race Committee duty. Monday's racecourse was WD[2], a 4.36 nautical mile Windward -Leeward course consisting of 2 laps. The race started with all boats tacking into the winds heading towards the first mark "32". Tacking back and forth in the dying wind and opposing current was surely frustrating and some boats at times seemed to barely make headway. Frigate and G.W.T.W. gained substantially by staying in the shallows and heading upriver early. All of the remaining boats battled to make progress towards the mark as the wind completely dropped out. The racecourse was shortened by the race committee to one leg of the original course, a mere 2.18 nm. Of the 10 boats that started, 3 withdrew early on, 4 finished, 2 more withdrew when it was clear they wouldn't make it, and one boat waited until the 2030(8:30) summer time limit had elapsed which ended the race. The committee boat stayed on station until the very end and enjoyed a beautiful sunset. Of the four boats that finished, first over the line was Frigate, followed by Blue Heaven, Melee, and Ol'Blue. Overall a very frustrating race but it was still better than a good day at work!

Skippers or crew wishing to participate in the PHRF Monday Night series, or the daysail / centerboard series should contact the DYC for details. In addition to the PHRF and Centerboard series, DYC is hosting other events including the St. ClementsIsland Pursuit race on September 15-16, and the "Under the Guns Regatta" on October 7. Again, DYC is always looking for people willing to crew on several local and newly arrived boats so anyone interested in participating in any of these events should contact the DYC at dyc@nswc.navy.mil or contact the Race Governor at (540) 653-6974.

On another note, several local sailors participated for the 9th straight year in the Southern Maryland Sailing Associations Screwpile 2001 Sailing Regatta held July 22-24 at Solomons Island, Maryland. 136 boats from the Chesapeake region participated in what has become the centerpiece the Chesapeake's summer sailing season. This year, winds were Southern and never exceeded 12 kt under clear and sunny skies. The participants were broken into two fleets racing on courses in different locations. Local sailors' results area as follows: The Radio Flyer crew lead by Dennis Hannick took 3rd place in the Tripp 26 Class. The Krugerrand crew lead by Troyer/Hodan /Southwoorth took 1st place in the PHRF Non-Spinnaker 1 Class. The Snake Eyes crew lead by Don Paul of Dahlgren Marine Works took 5th place in the PHRF Non-Spinnaker 1 Class. The Frigate crew lead by Wessel/Kelsey took 5th place in the PHRF C/D Class. And the Night Moose Crew led by Josh Colwell took 11th place in the PHRF C/D Class. Overall a really good regatta packed with competition and many opportunities to learn some things!

DOCK MASTER

Remember we are in the middle of hurricane season. Be sure you have read the SOP concerning storms. If you are going out of town, be sure to provide the name and phone number of an alternate POC for your boat to the dock master. If you have any questions please contact the dock master.

For Sale by Members

*24' Seafarer '74, sleeps 5, standing headroom, VHF, depth, knots, stereo, 5 sails, 9.9 electric start Evinrude, 2 speed winches. \$3000, located Upper Machodoc Creek, Potomac River.
Call 540-663-2861 for more information.*

ANCHORING METHOD FOR STORMS

Items needed:

Two suitable anchors, at least one size larger than normal for your boat
Suitable length/size of chain for each anchor
At least 150' of anchor line for each anchor
Shackles/thimbles to assemble all
Three 'bleach bottles'
Three 15' lengths of 1/4 inch line
One weight, such as a brick, with a hole in it

1. Assemble each set of ground tackle with the thimbles/shackles. Be sure to seize each shackle with stainless wire.
2. Fasten one 15' line to each bleach bottle.
3. Fasten brick/weight to other end of one 15' line.
4. Motor to anchor site.
5. Position bow of boat where first anchor is to be placed.
6. Tie one of the bleach bottle assemblies to the anchor chain, near the rope/chain junction.
7. Untangle anchor and gently lower overboard with ground engaging part down. The bleach bottle will mark the anchor location.
8. When anchor reaches bottom, slowly back away from the anchor, paying out line.
9. About every 10', snub anchor line on cleat.
10. When anchor seems suitably set, and enough line is out, at least 100', cleat line and back down hard on it. Some captains like to cleat line to stern in this step, because outboards have little backing power.
11. Fasten the bottle/brick assembly to the snub point of the anchor line, and drop the whole mess overboard. The bottle will mark the spot where the bow should end up later.
12. Proceed to the spot where it is desired to place second anchor and set it as the first, including the bottle assembly.
13. Return bow to spot where it was in step 11, the bottle with brick. Retrieve anchor line and cleat to bow. Stow the bottle/brick for use during retrieval.

The above steps allow you to clearly see all the angles/placements, and allows easy retrieval using the brick/bottle. Just fasten to rode and toss overboard, while retrieving other anchor. Others can also see your anchor placements to determine your boats swing arc. In the event ONE of your lines is cut or chafes through, you can always retrieve the anchor via the bottle. Be sure to use lots of anti-chafe gear where lines touch boat. I will not suggest anchor angles, some people favor 45/60 degrees while others favor 180 degrees. The last certainly reduces swing arc! Plow type anchors seemed to perform better than Danforth. Recently, mine was buried 18' up the rode!

CAPTION CONTEST

Any idea what this dog is doing or thinking?

The best suggestions will win a DYC drink huggie.

Email your entries dyc@nswc.navy.mil
or snail mail to:
DYC PO Box 90, Dahlgren VA 22448.

Winning entries will be announced in a future issue of Range Marks.

